

THE HAWAIIAN GAZETTE

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Refiners' Benefits

DURING the year ended June 30, 1914, the government derived in customs revenue on sugar and molasses \$61,779,630. This amount would have been greater if it had not been for the fact that for four months of the twelve, from March to June, both inclusive, the sugar imports came in at a cut of 25 per cent provided for in the Underwood tariff.

The total amount derived from customs revenue for the twelve months under consideration was \$292,320,015. Sugar, therefore, paid just twenty-one per cent of the total.

The two branches of government responsible for that burst of inspiration, the Underwood tariff, which cuts off all revenue on sugar after May, 1916, that is the legislative and the executive in other words, that part made up of the congress and the President himself cost the government about \$6,938,242 a year. It was this seven million dollars' worth of gentlemen which decided it could, with impunity, deprive the United States government of nearly seventy millions in revenue a year. In other words they cut off a government income that was eight hundred and eighty-nine times greater than their own.

After deducting the amount necessary to take care of the statesmen in question, there was left \$54,841,388 to apply elsewhere. It is sufficient to take care of the following departments: state, postoffice, agriculture, commerce, labor, and, except for about two million dollars, would also take care of all expense of the District of Columbia.

The salaries and expenses of the state department amount to \$5,253,912, which includes the salary of the general secretary himself, and the consular officers abroad. The postoffice costs \$2,236,202. The department of agriculture, including everything, costs \$22,208,141. The department of commerce costs, everything included, \$10,958,882, and the department of labor costs \$3,768,904.

This is what they did. They said they did it to save the consumer on his sugar bill.

To shut off any criticism that the war and the high prices consequent thereto, are to be blamed for the consumer failing to notice any saving in his sugar bill, points out "sugar" in its June issue, the answer is that the refiners' margins are a better index than anything else we know of. Sugar might soar to the sky, both at wholesale and retail, but as long as the prices the refiners paid had kept pace with it, nobody could truthfully accuse them of "holding out," but when their average margin for any period of months shows an upward tendency, one may be pardoned for insinuating that perhaps that is one reason the consumer of sugar is not saving the amount of the tariff cut.

Here are a few facts regarding margins. For the period beginning with June 4, 1913, and ending with May 28, 1914, the average duty-paid price of 96 degree centrifugals at New York was 3.98 cents a pound; the average of the lowest net prices on refined at New York, at wholesale, during the same period was 4.125 cents a pound. The difference amounted to 72.7 cents a hundred. This is the refiners' difference between raw and refined.

During a corresponding period beginning with June 4, 1914, and ending May 27, 1915, the average duty-paid price of 96 degree centrifugals at New York was 4.40 cents a pound. The average of the lowest net prices at wholesale in New York for refined during the same time was 5.40 cents. The difference is 97 cents per hundred pounds.

The difference between 97 cents and 72.7 cents is 24.3 cents per 100 pounds, which is what the refiners "copped" off. The tariff reduction on Cuban sugar amounted to twenty-five per cent, or in the case of Cuban sugar, which makes up practically the total imports, 34 cents per 100 pounds.

One reason why the consumer has not saved as a result of the tariff cut is plain when the refiners' margin shows an increase of 24.3 cents a hundred. Deducting 24.3 cents from 34 cents, which is the tariff cut, leaves .097 cents a hundred pounds which the refiners were willing the consumers might have as far as they were concerned. Consumers didn't save it of course, but if they had the average consumer would have saved on his eighty-five pounds of sugar consumed during the year at the rate of .097 cents a hundred. If anybody has the time to run down the actual saving they are welcome to go to work at it. It is easier to figure that if he had eaten 1000 pounds he could have saved ninety-seven cents—if somebody else hadn't taken that, too, before it got to him.

A Modern Weapon

A DESCRIPTION of the 17-inch Austrian howitzers, called by the soldiers "Pilseners," which the Austro-Germans are using on their Galician-Polish front, is furnished by an artillery officer who observed their effects upon his own men. The Skoda shell, for instance, weighs, he says, 2800 pounds, nearly a ton and a half, and is hurled as a usual thing four and a half miles into the air before it commences to descend upon the heads of those aimed at. In soft ground, the shells penetrate about twenty feet before they explode.

A "Pilsener" shell kills everyone within one hundred fifty yards, and kills many who are farther off. The mere pressure of gas breaks in the partition and roofs of bomb-proof shelters. Scores of men who escape metal fragments, stones, and shower of earth are killed, lacerated, or blinded by the pressure of the gas.

Men who are only a short distance away are torn

asunder. The gas gets into the body cavities and expands, tearing the flesh asunder. Sometimes only the clothes are stripped off, leaving intact the boots. Of men close by not a fragment remains. The clothes disappear and only small metal articles are found. If the shell is very near, the explosion melts rifle barrels as if they were struck by lightning.

No Place In Partyism!

NATIONAL defense is not a party issue in any country, and it certainly should not become a party issue in America. Nevertheless it is made the dominant issue of the next national campaign the kind of democracy personified by Mr. Bryan must be held responsible for this result.

For a number of years prior to 1910 both the great political parties had sustained the gradual increase of the navy and the completion and equipment of our sea coast defenses. In that year, on questions with which the national defense had nothing to do, the Democratic party, in which Mr. Bryan was then the most commanding figure, secured control of the national house of representatives. A sinister change in American naval and military affairs immediately occurred. From two battleships a year the naval authorization fell to one a year, and there was a formidable movement in the house to cut off even that one. The earnest recommendation of the general board, representing the best, the most advanced thought in the American navy, for four capital ships was not only disregarded but it was derided as the extravagant demand of "jingoism." There was also a sharp reduction in the provision for destroyers, for auxiliaries and for submarines.

A few Middle West Republican congressmen, whose particular rootrees were remote from overseas attack, opposed the strengthening of the navy, just as they had persistently opposed the restoration of the American merchant marine, with the illuminating excuse that "there is nothing in it" for Minnesota and Nebraska.

The great bulk of the vote for only one battleship or for no battleships was cast by the characteristic following of Mr. Bryan, by rural "one-gallus" Democratic statesmen from the South and West. These are the men who are accountable for the fact that the United States in a few years had fallen from the second naval power in the world to the third and fourth without battlecruisers, with too few destroyers, with too few submarines, with only one-half of the dreadnoughts possessed by Germany, whose war fleet a half dozen years ago was inferior to our own in almost every particular, and notably in ships of great size and guns of heavy calibre. Mr. Bryan and his inland Democrats are the men who are primarily responsible for our unpreparedness today on land and sea.

No blame whatever rests upon our military and naval officers for our present state of unpreparedness. For the navy, the General Board has recommended that we should have in 1920 forty-eight capital battleships—super-dreadnoughts; we have thirty-three of all classes, less than twenty years old. The general board also recommended one hundred and ninety-two destroyers; we have sixty-eight. Fully 71,000 men would be necessary to man our present naval force, according to the general staff figures; we have 52,000. General Wood in the latter days of his incumbency of the office of chief of staff of the Army appeared before the military affairs committee of the house on which several Bryan followers have the deciding vote and testified at great length to the intolerable deficiencies of the army in the matter of artillery ammunition. Secretary Stimson and his successor, Mr. Garrison, have appeared before the same congress and emphasized the immediate needs of the Army to place it in anything approaching preparedness for war.

It has been expert testimony against Bryan Democracy, and the Bryan Democracy has—temporarily—won in the national congress. This issue is not of Republican making, but it is inevitable that it is going to prove of immense practical advantage to the Republican side in the national campaign of 1916.

Mr. Bryan has quit the Cabinet, and the Administration also if the signs are read correctly, but the mischief he has wrought will live after him.

There is every indication that Mr. Bryan's opposition to the taking of steps to assure the instituting of adequate national defenses will seriously embarrass the Administration. There were abundant signs that the matter need not become a political issue. Mr. Bryan will call to his standard his large following in the South and West and will doubtless array himself against even the modest preparedness program that the President's military and naval secretaries will propose to the next congress.

Whatever the next Democratic program may contain, the party will have to pay the penalty of so long including in its ranks the bulk and the uttermost of the foes of adequate preparedness.

There are 20,000,000 to 25,000,000 loyal citizens of the United States who are in sympathy with Germany and Austria. "America Independence Union." What of it, if they are loyal citizens?—New York Evening Telegram.

"Freedom of the sea" is progressing nicely, and the sea will soon be free of Pacific Mail ships.—Wall Street Journal.

Results of Bryanism

It would be fine if only directed at the peace-at-any-cost policy of William Jennings Bryan if it develops that his loudmouthed desertion of President Wilson over the German-American question actually dictated the German note and result in bringing this country into hostility with Germany, either passive or active.

And yet, how effective the answer should be to Bryan and to those, who like him, are visionaries on the peace question. It would be in exact accordance with and a conclusive proof of the contentions of those many who have looked at the question sanely and argued that peaceful intentions do not always bring their own rewards.

Bryan's tearful plaudits, coming after the most pacific second American note, are said to have impressed Germany with the idea that there is a large proportion of Americans who will not back up the government in an extremity. America is either afraid or helpless, thought the Germans, in effect and therefore, why attempt to meet the unanswerable arguments in the name of humanity or why bother further with the demands for just reparation?

This may not be the case, but if it is it would not be surprising. In these days, a nation that is ready to swallow insult with a smile and respond to an invasion of its rights with platitudes concerning the iniquity of war will have plenty of insult to swallow and soon have no rights left. Bryan and his pretty visions are wholly out of place in this period of stern necessity, and the last German reply should prove it.

Fortunately Bryan does not speak for the Nation nor for any important section of it. He and the noise he has made with his rattle full of peas may have deceived Germany, but they have not misled the United States. The murdered babes of the Lusitania are remembered, and it will take more than the babblings of an overpaid demagogue to divert American attention from the main issue.

Great Britain continues her sentimental policy of blocking shipments to Germany without killing steamship passengers. Where's her manhood?—Philadelphia North American.

Since the war began Germany has added six battleships to its complement. If the war hold out long enough Germany may have to enlarge the Kiel Canal.—New York Telegraph.

Justifiable Resignation

THERE should be no occasion for public alarm because a few officers of the Army, to better themselves, have submitted their resignations for the purpose of entering business in connection with the manufacture of arms and ammunition. A big manufacturing company can afford to pay more for expert talent that it can command in the army. Indirectly, the change of employment of these officers could hardly fail to prove of great benefit to the United States, by stimulating the reduction of ammunition to a point that will make it one of our great industries, always ready to supply the military needs of the nation at the shortest possible notice.

Service in the Army or Navy is not peonage. Officers have the right to resign, if by so doing they can improve their condition. An army or navy officered by men held in the service against their will would be of a very doubtful value.

The argument is often heard that as officers are aimed at the public expense they are under an obligation to the United States that should forbid their resignation to enter into profitable civil employment. Several of our leading mainland papers have lately been harping on this ancient misconception of an officer's obligation to the government. The San Francisco Chronicle, only last week, remarked editorially that these officers "who received their education at public expense" should be retained in the service.

As far as the Army is concerned the impression underlying this argument is erroneous. Of the forty-eight hundred active officers of the regular army, only about forty per cent are graduates of the military Academy. The others defrayed the expense of their education themselves and got their professional training in the school of actual experience.

Not a few are graduates of technical schools and have brought to their duties a scientific knowledge they paid for out of their own pockets.

The secretary of war has submitted the question to the department of justice for an opinion. It is to be hoped that the decision will be found in favor of the officers.

If the Germans would whip the French it would whip them out a lot. It doesn't do them any good to whip the Russians.—Florida Times-Union.

Bernstorff and Wilson both rest their case on the freedom of the seas, anyhow.

FOUR STEAMSHIPS

LEGAL WAR PRIZES

Attorney-General Asks British Court To Condemn Norwegian and Swedish Bottoms

(Associated Press by Federal Wireless.) LONDON, July 12.—Sir Edward Carson, attorney general in the coalition cabinet, yesterday asked on behalf of the crown that the prize court condemn as legal prizes of war the Norwegian steamers Alfred Nobel, Kim and Bjornstjerne Bjornson and the Swedish steamer Frilund, which have been seized by British patrol ships and brought to British ports on the grounds that they were carrying contraband for the use of the enemy.

The Alfred Nobel sailed from New York on June 12, clearing for Havre; the Kim cleared from New York for a South American port on June 11 and touched at Colon, afterwards clearing for Caleta Buena; the Bjornstjerne Bjornson cleared late in June from Newport News, ostensibly for Marseilles. The Swedish Frilund carried clearances for Copenhagen, the only one of the four named ships intercepted trying to make that port.

Sir Edward states that Copenhagen is practically a base of supplies for the German army, into which contraband is pouring in neutral ships, the majority of which do not carry clearance papers for that port, but for some French or British port. The cases of the four steamers are brought before the prize court by way of tests.

In British ports, held by the British authorities, are thirty-eight other vessels, seized under the same circumstances as contraband carriers.

GERMAN CRUISER REDUCED TO SCRAP

British Monitors In African Waters Destroy Refugee Commerce Raider

(Associated Press by Federal Wireless.) LONDON, July 12.—The German light cruiser Koenigsberg, which engaged in commerce destroying in the early weeks of the war, until driven into a refuge up the Rufiji River, on the coast of German East Africa, is now a total wreck, having been hammered into scrap during the past week by the guns of British monitors.

The Koenigsberg, on September 19, surprised the British cruiser Pegasus, repairing her engines in a harbor south of Zanzibar, and destroyed the British vessel, which was unable to reply. On September 30, a few miles further south, the Koenigsberg was sighted by the British cruiser Chatham, which gave chase. The Germans fled up the Rufiji River, the draft of the Chatham preventing her from following.

Landing parties from the Chatham were driven off, but the British sank a small craft at the mouth of the Rufiji and bottled the Koenigsberg up. Recently the admiralty sent two of the shallow draft monitors against the Koenigsberg, these crafts being able to draw in close enough to get within range of the German. The admiralty now announces that the monitors have done their work and that the Koenigsberg is a helpless wreck from shell fire.

DALLAS OFFERS \$100,000 FOR BOURBON CONVENTION

(Associated Press by Federal Wireless.) NEW YORK, July 12.—William McCombs, chairman of the Democratic National Committee, has received an offer from Dallas, Texas of a \$100,000 contribution to the Democratic campaign fund, if the party will hold its 1916 national convention in that city. On receipt of a favorable answer, the immediate construction of a coliseum capable of seating twenty-five thousand persons is promised.

SIX HUGE AEROPLANES COMPLETED BY GERMANY

(Associated Press by Federal Wireless.) AMSTERDAM, July 12.—The German aviation corps has completed six huge aeroplanes, veritable battle-cruisers of the air, each mounting four rapid fire guns, and capable of carrying a crew of twenty men.

TURKS SAY BRITISH FLEET

(Associated Press by Federal Wireless.) LONDON, July 12.—The Turks claim that their losses in a British bombardment of the tip of Gallipoli were only one killed and two wounded, whereas their fire forced the bombarding cruisers to withdraw.

Honolulu Wholesale Produce Market

Quotations ISSUED BY THE TERRITORIAL MARKETING DIVISION July 8, 1915.

BUTTER AND EGGS Eggs scarce, demand good. Price rising steadily. Fresh Island Butter, doz. 29.00 Duck eggs, doz. 28.00

VEGETABLES AND PRODUCE Beans, string, green, lb. .03 to .04 Beans, string, wax, lb. .03 to .05 Beans, lima, in pod, lb. .03 1/2 Beans, Dry Beans, Maui red, cwt. 4.00 to 4.25 Beans, calico, cwt. 4.00 to 4.25 Beans, small white, cwt. 5.00 Peas, dried, cwt. 3.75 to 3.75 Beet, doz. bunches 30 Carrots, doz. bunches 40 Cabbage, bag 1.25 to 1.50 Corn, sweet, 100 ears 1.75 to 2.00 Corn, Hawaiian, large yellow (none). Corn, Hawaiian, small yellow (none).

FRUITS Apples, large, 100 lbs. 1.00 to 1.25 Pineapples, export, 100 lbs. .65 to .75 Strawberries, lb. .15 to .17 Watermelons, each 50 to 1.00 Peaches, lb. .08 to .10 Papayas, lb. .07 to .08

LIVESTOCK Beef, cattle and sheep are not bought by weight, dressed, at live weights. They are taken by the cent companies, dressed, and paid for.

FEED Oats, ton 27.00 to 38.00 Wheat, ton 42.50 to 45.00 Middlings, ton 37.50 to 39.00 Hay, wheat, ton 24.00 to 28.00 Hay, alfalfa, ton 23.00 to 24.00 Alfalfa meal, ton 22.50 to 23.00

WEEKLY MARKET LETTER Eggs are in demand and are selling at 45c a dozen. A few consignments of eggs came yesterday, but not enough to meet the demand.

A good supply of young chickens on hand are selling from 35c to 38c a pound. There is good demand for fat young roosters weighing from three to four pounds at 25c to 35c per pound. Muscovy ducks are plentiful and are selling very fast.

Shipments of Island butter are received every Tuesday and Saturday from the Glenwood Creamery Company. Large shipments of Irish potatoes continue to come in from Oahu, Maui and Hawaii. These potatoes are good sized and sell well at \$1.00 to \$1.05 per

100 pounds. The price is likely to drop at any time, due to importations from the Coast.